

PRICE \$2½ PER MONTH.

Intimations.

THEATRO LUTIANO.
ROITA PELOS AMADORES
PORTUGUEZES.
PRADO, 16 de DEZEMBRO de 1875.
"ABENCOADAS LAGRIMAS."
Dramæ em 3 Actos:
"ESPOSA-MILHO." Entre-actos Gaiâcos.
"FENOJA DE PLU." Socca Comica.
O espectáculo começa ás 9 horas.
Em-se os bilhetes no escriptorio do Club
da desde Quinta-feira, 14 de Dezembro,
1875. Hongkong, 11 de Dezembro de 1876.
SWATOW, ABOY, AND FOCHOOW.
B Steamship

TO-MORROW, the


Freight or Passage, apply to
DOUGLAS LA PRAK & Co.
72 Hongkong, 11th December, 1876.
AMOI, TAMSUI, AND TAIWANFOO.
Steamship
"HAILONG."
The ship Abbott, will be despatched for the
Ports TO-MORROW, the 13th instant.

ight or Passage, apply
DOUGLAS LARE

FOR SAIGON.
 The Steamship
 "PENEDO,"
 Captain J. Cain, will leave for the above Port
 THURSDAY, the 14th instant, at 4 P.M.
 For Freight or Passage, apply to
 SOEY SHING.
 Bonham Street.

TO BE LET.
REMISES at present

ING COMPANY, Limited,
or Particulars, apply to
MEYER & Co.
76 Hongkong, 12th December, 1876.



TREASURY BILLS.
ENDERS OF SPECIE, MEXICAN DOLLARS
current in this Colony, weighing 7.11.
exchange for Bills, drawn at 10 days,
on the Lords Commissioners of Her
Majesty's Treasury, will be RECEIVED by
TREASURER until NOON TO-MORROW,
13th instant.

addressed to "The Times
4, Tottenham Court Road,

be right to accept or reject any or all the
 ders is reserved.

O. R. SHERVINGTON, Lieut.-Colonel,
 Assistant Commissary-General.
 M.'s Treasury, Commisariat Buildings,
 Queen's Road,
 Hongkong, 11th December, 1878. [1877

ONGKONG AND CHINA GAS
 COMPANY, LIMITED.

NOTICE.

THE TRANSFER BOOKS of this Com-
 pany will be CLOSED from the 20th
 instant till the 3rd proximo, both days inclu-

OLICES TO COME

THE Steamship *Glenfainta*, Captain Wilcox, having arrived, Consignees are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the undersigned, whence and from the Bonta or wharf delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 10.30 P.M. TO-DAY.

remaining undelivered
will be expedient to meet

Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents,
7D 1858 Hongkong, 8th December, 1876.

**MINUSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.**

GOODS UNCLAIMED.

CONSIGNEES of the following Cargo are
hereby notified that the same has been
received at their risk in the Company's Godown
West Point, from whence they are requested
take immediate delivery.
No. Fire Insurance has been effected.
Ex *Peshawar and Kachgar*, from London;
THE 1/6-6 Boxes DOLLARS.
A. McVIE,
Superintendent,
1850- Hongkong, 7th December, 1876.

**CONSIGNEES OF OPTIONAL CARGO,
EX O. S. S. CO'S S.S. DEVALON,
FROM LIVERPOOL.**

SHIPPING Papers must be obtained from
the Undersigned not later than the 14th
at, for shipment per Steamship per *PELHAM*.
No. Fire Insurance has been effected.
7D 1858 Hongkong, 8th December, 1876.

**FROM CALCUTTA, PUNAWA, AND
SINGAPORE.**

WHEATSHIPPING Hindostan, Captain Gardner,
having arrived, Consignees of Cargo by
this ship are hereby requested to send in the Bills
Leading for Counter-signature to the Undersigned,
and to take immediate delivery of their goods.

Cargo impeding the discharge will be stowed
and stored at Consignee's risk and expense.

DAVID SASSOON, SONS & Co.

50 Hongkong 7th D

THE Steamship *Avryll*, Captain Scott, having arrived, Consignees of Cargo by her are hereby requested to send their Bills of Lading to the Consignee, to be delivered, and to take immediate delivery of their Goods. Cargo impeding the discharge will not be consigned and stored at Consignee's risk and expense.

JARDINE, MATHESON & Co.
7th 1944 Hongkong 6th December, 1976.

BRITISH SHIP *PALE GREEN*, FROM LONDON.

CONSIGNEES if Cargo by the above-named Vessel are hereby requested to send their Bills of Lading to the Undersigned for delivery, and to take immediate delivery of their Goods.

lauded and stored at
case.

Agents.
1890 Hongkong, 25th November, 1876.

THE CHRONICLE AND DIRECTORY

For 1877.
(With which has been incorporated the
China Directory.)
THE Publisher requests that those
who have not yet returned the
printed forms have been sent to
them to fill up, will be good enough
to do so without delay. Any persons
who have recently arrived, and to
whom printed forms have not been
sent, are respectfully requested to forward
their names and addresses as
early as possible for insertion.
Daily Press Office, November 13th, 1876.

NOTICE.

A. S. WATSON & CO.
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Governor
and his Royal Highness the
DUKE OF EDINBURGH.
WHOLESALE AND RETAIL DRUGGISTS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUPPLIERS,
AND
AERATED WATER MAKERS.
SHEIK MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Notice.—By order of the execution of
Orders it is particularly requested that all
business communications be addressed to the
Firm, A. S. Watson & Co., of
827 HONGKONG DISPENSARY.

BIRTH.
At Ningpo, on the 6th instant, the wife of
J. M. LARD, of H.M. Customs Service, of a
Son.
[1876]

The Daily Press.

HONGKONG, DECEMBER 12th, 1876.

The disturbance on the Shanghai and Woosung railway, an account of which appeared in yesterday's impression, owed its origin to a quarrel between two gangs of coolies rather than to a spirit of opposition to the line. The ringleader of the riot appears to have been incensed that any coolies not belonging to his district should have been employed, and he and his men wished to monopolize the work. At the inquiry in the Mixed Court, it was elicited that for some three months there had been a good deal of jealousy between the rival gangs, but no coolie would confess to knowing how the ballast got piled up on the rails. It was fortunate the train succeeded in safely surmounting the obstacle; and it is a wonder that no accident occurred. When it is considered, however, how narrow an escape the train had of being upset, in which case a number of lives would have been sacrificed to the folly and selfishness of a lot of ignorant natives, the importance of insisting upon a searching investigation and the punishment of the offenders will at once be recognized. No doubt there is this extraordinary circumstance in connection with the case, that the rioters possibly did not reflect upon the extent of the peril in which they were placing innocent people in order to carry out their stupid demonstration. But it will never do to allow the railway coolies to work their sweet will at the expense of the safety of passengers, and the governor must effectively they are taught that such conduct will meet with condign and severe chastisement the more likely is it that the line will be secured from further mischievous interference.

But while it is necessary, in the interests both of the company and of passengers, to demand that the rioters shall be suitably admonished and punished, there is no reason to apprehend that such disturbances will be frequent. The innovation, so far, has been more popular than could have been reasonably hoped for. The natives, far from showing dislike to the railway, are only too eager to obtain employment on it, and the late disturbance arose more from eagerness to get work than anything else. To the simple country people, the engine, with its rattling of carriages, is both a novel and amusing toy, which they watch with rapt attention, and which they will almost unobtainably lose. The railway has met with positively less opposition than it first received in Great Britain, and there is ground for much solid satisfaction at the favor which it has gained among the people in China. It is possible, of course, by and by, if anything out of the usual order occurs at Woosung or Shanghai, that ignorant or prejudiced natives may give vent to the malign influence of the railway, but it is to be hoped that both places will enjoy immunity from disaster or disease, at least for a sufficient time to render it absurd to set them down to the railway. As far as can be seen, there is a fair prospect of the little pioneer line becoming a decided success, spite of the opposition it has encountered from official quarters. Now that it has been purchased by the Chinese Authorities it may be hoped they will gradually overcome their dislike to the innovation and become convinced of its utility. Much will depend upon the impression they remain convinced that the railway, if extended through the Empire, would be a source of danger to their cherished institutions, there will be little hope of its being adopted in China for an indefinite period. If, however, on the contrary, they, after trial, think their previous fears visionary, there will be no insuperable obstacle to the gradual introduction of these iron highways into the Central Kingdom.

It is satisfactory to note that the Magistrate is anxious to put down the practice to which sampan and other boat people are addicted, of obstructing the fairway of steamers when waiting port. Mr. STEWART fined two boat owners yesterday at the Police Court for this offence, and pointed out the folly and danger of such a course. Not only does it entail a great deal of worry and annoyance to the masters of vessels, but renders it difficult for them to get to their moorings, and the occupants of the boats also place themselves in considerable peril. The efforts that captains have to make to keep clear of the small craft which swarm round their sterns are soon as they enter the harbor.

are sufficient to try anyone's patience, and it speaks well for their care and humanity that so few of their tormentors are run down or captured. But it is certainly hard that they should be under the necessity of exercising such vigilance merely to avoid injuring boats which only purposefully obstruct them. It is to be hoped that the water police will keep a sharp watch on the boat people and endeavor to prevent them becoming a nuisance and obstruction to steamers. The latter, moreover, frequently suffer loss from the depredations of the boatmen who swarm on board as soon as the vessel has anchored. At that time there is necessarily a certain amount of confusion on deck, and the marine thief takes advantage of it to quietly walk off—more often than not unobserved—with any articles that may lie handy on the deck or in the cabins. No doubt many of the occupants of boats most eager to get on board steamers are those who have no legitimate business there. It would be well if the marine police could devote a little extra attention to the movements of these birds of prey, and see if they cannot impose a check upon them. This matter and others of vessels frequenting this port would undoubtedly be glad to be relieved from the besieging crowd of boats that hover round them as soon as they get within Hongkong waters.

The U.S. Corvette Yulee left Yokohama on the 10th inst. for Hongkong. She is expected to call on route at Nagasaki, Hongkong, Macao, the Cape of Good Hope, and St. Helena, before reaching her destination at Norfolk, Va.

It is reported that a disappointment awaits the officers and men of H.M. gun vessel Starling, by their being kept here, instead of starting for Hongkong, as they have been long looking forward to. Whether this is merely a temporary detention, or it is proposed to extend the already very long commission (over four years from home now) of this vessel, is not stated.

The Band of Her Majesty's 28th Regiment will perform the following programme this evening:

1. "The British Grenadiers." 2. "The British Grenadiers." 3. "The British Grenadiers." 4. "The British Grenadiers." 5. "The British Grenadiers." 6. "The British Grenadiers." 7. "The British Grenadiers." 8. "The British Grenadiers." 9. "The British Grenadiers." 10. "The British Grenadiers." 11. "The British Grenadiers." 12. "The British Grenadiers." 13. "The British Grenadiers." 14. "The British Grenadiers." 15. "The British Grenadiers." 16. "The British Grenadiers." 17. "The British Grenadiers." 18. "The British Grenadiers." 19. "The British Grenadiers." 20. "The British Grenadiers." 21. "The British Grenadiers." 22. "The British Grenadiers." 23. "The British Grenadiers." 24. "The British Grenadiers." 25. "The British Grenadiers." 26. "The British Grenadiers." 27. "The British Grenadiers." 28. "The British Grenadiers." 29. "The British Grenadiers." 30. "The British Grenadiers." 31. "The British Grenadiers." 32. "The British Grenadiers." 33. "The British Grenadiers." 34. 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